

ಶ್ರೀಮತಿ ನಾಗಪ್ಪಾ ಸಿ. ಕೇರಿಕೆವು ಅಂತ್ಯ.—ಹಿಂದೆ ಒಂದು ನಾರಿ ಚೀಪ್ಪು ನ್ನು ಹೇಗೆ ನವ್ಯ ಯೂತ್ತಾ ಹೇರ್ಲಾ ಹೇರ್ಲಾ ಹಿಂಫ್ರೆರು ಬಂದಿದಾಗೆ ಭರವನೆ ಕೊಟ್ಟಿದ್ದರು. ಆದರಿಂದ ಕಾರಾದರೂ ಸರ್ಕಾರದವರು ಅದನ್ನು ಗುನಕೆ ತೆಗೆದುಹೊಂದು ಅಲ್ಲಿ ಒಂದು ಸಂಘರ್ಷ ವಾದವುದಕ್ಕೆ ಪ್ರಯತ್ನ ವಾದಾತ್ಮಕರೂ.

ಶ್ರೀ ಎ. ಎಸ್. ಕೆ.ಜಿ.ಲಗ್.—ಪ್ರಯತ್ನ ವಾದಾತ್ಮಕ.

ಶ್ರೀ ಎಚ್. ನಿ. ಶ್ರೀಕೃತಯ್ಯ.—ಅದಕ್ಕರೇ ನನ್ನ ಪ್ರಶ್ನೆತ್ತರ ಕಾಲದಲ್ಲಿ ವಾಸ್ಯ ಸದಸ್ಯ ರಾದ ಶ್ರೀಮಾನ್ ಎನ್. ಎಂ. ಚಂದ್ರಶೇಖರರವರಂ What is the difference between minimum need programme and REC programme ಎಂದು ಕೇಳಿದರು,

ಅದಕ್ಕೆ ಉತ್ತರವಾಗಿ ಹೇಳುತ್ತಾ ಇದ್ದೇನೆ. There is no difference between minimum need programme and REC programme. Minimum need programme is part of the KEB programme.

MADAM SPEAKER.—New questions are over.

### QUESTIONS FOR ANSWERS ON THE DAY (But not taken up)

#### †Bangalore Hospet K.S.R.T.C. Bus Service

188. SRI B.G. BANAKAR (Hirekerur).—Will be Minister for Transport and Tourism be pleased to state.—

(a) whether it is not a fact that on 1st March 1975 Bangalore-Hubli 11-30 a.m. K.S.R.T.C. bus was carrying about 111 passengers including 16 passenger of Bangalore-Hospet breakdown bus No. MYF 2575 from Hiriyur to Chitradurga;

(b) whether it is not a fact that Bangalore-Hospet Bus No. MYF 2575 which was break-down bus on 1st March 1975 was not having tools materials;

(c) whether it is not fact that Bangalore-Hospet Bus which left Bangalore on 28th February 1975 was also a break-down bus at Hiriyur even on 1st March 1975 upto evening without any repairs;

(d) whether it is not a fact that large number of S T buses are moving without tools materials for repairs on the way as a result of which buses are left without repairs on roads for a long time;

(e) whether it is not a fact that Bangalore-Hubli line requires still more buses and that there is a demand in this regard;

(f) whether it is not a fact that large number of buses on Bangalore-Hubli, Bangalore-Mysore, Bangalore-Tumkur Lines are overloaded with large number of passengers;

(g) the action taken in the light of the fact ?

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†Original notice of this Question was received in Kannada.

**SRI M. MAHAMED ALI (Minister for Transport and Tourism).—**

- (a) Yes.
- (b) No.
- (c) Yes. It was repaired on 1st March 1975.
- (d) No. All types of break-downs cannot be attended to on the spot with the set of tools carried in the bus.
- (e) No.
- (f) No.
- (g) Action was taken to tranship the stranded passengers in other buses. These buses that met with break-down were attended to by the break-down relief party.

**Seniority list of Graduate Teachers**

**294. SRI M.B. RAMASWAMY (Anekal).—**Will the Minister for education be pleased to state.—

(a) whether it is a fact that seniority list of Graduate teachers working in Government Middle Schools and High Schools have not been published as yet, after 1st November 1956.

- (b) if so, the reasons for the same.
- (c) when they propose to finalise the same.

**SRI M. MALLIKARJUNA SWAMY (Minister for Education).—**

(a) It was finalised and published on 9th December 1971 and subsequently quashed by the Supreme Court.

(b) & (c) The final I.S.S. list of teachers in the Graduate Tutorial Cadre of the Department of Public Instruction as on 1st November 1956 which was published in Notification No. GAD 131 I NS 71, dated 9th December 1971 was challenged in a Write Petition before the Supreme Court in write Petition No. 12/72 by some of the teachers. The Supreme Court in its judgment dated 22nd January 1975 set aside the equation of posts as also the final Inter State Seniority List based upon it to the extent it related to the posts of Ex-Hyderabad teachers in grade Rs. 154-275 and the posts of ex-Coorg teachers in the grade of Rs. 100-300 and directed the Central Government to make fresh equation of posts after taking into account all relevant facts having material bearing on the equation and in the light of the observations made in that judgment. The implications of the decision of the Supreme Court as also the question of making fresh equation